

What Is Claimed Is:

1. A front structure of a vehicle comprising:

a pair of symmetrically formed units, each including:

an upper side frame extending in a lengthwise direction of the vehicle;

a front side frame extending in a lengthwise direction of the vehicle at a lower and inner position with respect to said upper side frame;

a wheel apron extending in a lengthwise direction of the vehicle to provide a lateral wall of an engine compartment of the vehicle, an upper end and a lower end of said wheel apron being respectively connected to said upper side frame and said front side frame;

a strut tower provided between said upper side frame and said front side frame and connected to said wheel apron; and

a strut tower reinforcing member connecting said upper side frame and said front side frame, said strut tower reinforcing member forming a structure having a closed hollow cross section extending approximately in a vertical direction in cooperation with said strut tower; and

a suspension cross member extending in a widthwise direction of the vehicle, said suspension cross member connecting said front side frame in each of said units to each other, said suspension cross member positioned in a lengthwise direction of the vehicle corresponding to a lower end of said structure having a closed hollow cross section in each of said units.

2. The front structure of the vehicle as claimed in Claim 1, wherein:

a lateral end of said strut tower is connected to a lateral end of said strut tower reinforcing member and to a lateral end of said wheel apron.

3. The front structure of the vehicle as claimed in Claim 1, wherein:

a lower edge of said strut tower reinforcing member is connected to said suspension cross member.

4. The front structure of the vehicle as claimed in Claim 2, wherein:

a lower edge of said strut tower reinforcing member is connected to said suspension cross member.

5. The front structure of the vehicle as claimed in Claim 1, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

6. The front structure of the vehicle as claimed in Claim 2, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

7. The front structure of the vehicle as claimed in Claim 3, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

8. The front structure of the vehicle as claimed in Claim 5, wherein:

said strut tower bar is connected to said strut tower and to said upper side frame at a location with respect to a lengthwise direction of the vehicle corresponding to said structure having a closed hollow cross section.

9. The front structure of the vehicle as claimed in Claim 1, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other, each free end of said strut tower bar having a first installation part and a second installation part, said first installation part being connected to said upper side frame, said second installation part being connected to an upper face of said strut tower, said strut tower bar positioned in a lengthwise direction of the vehicle corresponding to a closed hollow cross section.

10. A front structure of a vehicle comprising:

a pair of symmetrically formed units, each including:

an upper side frame extending in a lengthwise direction of the vehicle;

a front side frame extending in a lengthwise direction of the vehicle provided at a lower and inner position with respect to said upper side frame;

a wheel apron extending in a lengthwise direction of the vehicle to provide a lateral wall of an engine compartment of the vehicle, an upper end and a lower end of said wheel apron being respectively connected to said upper side frame and said front side frame;

a strut tower provided between said upper side frame and said

front side frame and connected to said wheel apron; and

a strut tower reinforcing member connecting said upper side frame and said front side frame, said strut tower reinforcing member forming a structure having a closed hollow cross section extending approximately in a vertical direction along said strut tower in cooperation with said wheel apron; and

a suspension cross member extending in a widthwise direction of the vehicle, said suspension cross member connecting said front side frame in each of said units to each other, said suspension cross member positioned in a lengthwise direction of the vehicle corresponding to a lower end of said structure having a closed hollow cross section in each of said units.

11. The front structure of the vehicle as claimed in Claim 10, wherein:

a lateral end of said strut tower is connected to a lateral end of said strut tower reinforcing member and to a lateral end of said wheel apron.

12. The front structure of the vehicle as claimed in Claim 10, wherein:

a lower edge of said strut tower reinforcing member is connected to said suspension cross member.

13. The front structure of the vehicle as claimed in Claim 11, wherein:

a lower edge of said strut tower reinforcing member is connected to said suspension cross member.

14. The front structure of the vehicle as claimed in Claim 10, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

15. The front structure of the vehicle as claimed in Claim 11, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

16. The front structure of the vehicle as claimed in Claim 12, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other.

17. The front structure of the vehicle as claimed in Claim 14, wherein:

said strut tower bar is connected to said strut tower and to said upper side frame at a location with respect to a lengthwise direction of the vehicle corresponding to said structure having a closed hollow cross section.

18. The front structure of the vehicle as claimed in Claim 10, further comprising:

a strut tower bar for connecting said strut tower in each of said units to each other, each free end of said strut tower bar having a first installation part and a second installation part, said first installation part being connected to said upper side frame, said second installation part being connected to an upper face of said strut tower, said strut tower bar positioned in a lengthwise direction of the vehicle corresponding to a closed hollow cross section.